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WEEKLY REPORT TO THE COMMISSIONERS FROM THE EXECUTIVE DIRECTOR FOR THE PERIOD ENDING JUNE 1, 1970

Committees on
Port Planning and Operations
Thursday, June 4, 1970
in the
Board Room
at 4:00 P.M.

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COMMITTEE MEETINGS: FINANCE, CONSTRUCTION, AND PATH FINANCE

Committee meetings were held in the Board Room on Wednesday, May 27, 1970. Attending were Vice-Chairman Ammidon and Commissioners Clancy, Stillman, Ronan, Sternkopf, Hein, and Hellmuth.

COMMITTEE ON FINANCE

With Commissioner Stillman, Chairman of the Committee, presiding, the Committee authorized the renewal of all risk insurance expiring June 1, 1970, covering the Hudson River and Staten Island crossings. Included in the authorization was all risk physical damage insurance in the amount of $393,872,000 with a 2 per cent deductible for any one loss at a three-year estimated premium cost of $958,937; and all risk toll revenue insurance of $60,000,000 with a 30-day waiting period for any one loss at a three-year estimated premium cost of $161,188. This insurance will be purchased on a three-year term basis, effective June 1, 1970, not to exceed a total premium cost of $1,120,125, and will be underwritten by Lloyds and various domestic insurance companies.

> Present all risk insurance on the Hudson River and Staten Island crossings, which was approved by the Committee in 1967, will expire on June 1, 1970. Premium rates have risen substantially, increasing by 14 per cent for the necessary physical damage coverage on all tunnels and bridges, and increasing by 23 per cent on the Hudson River crossings and by 52 per cent on the Staten Island crossings for required toll revenue coverage. The large increase in rates for Staten Island toll revenue coverage is attributable to the growth in toll revenues at these facilities since the opening of the Verrazano-Narrows Bridge in 1964. The increased cost of

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replacement has resulted in an increase of $51,374,000 in the property damage limit to the new total of $393,872,000, representing 80 per cent of value. Traffic volumes on all bridges and tunnels reached 138,415,400 in 1969, an increase of 8,468,700 over the volume three years ago.

The Committee also reviewed a report of security transactions authorized by your Executive Director since the last meeting of the Committee.

COMMITTEE ON CONSTRUCTION

With Commissioner Clancy, Chairman of the Committee, presiding, the Committee recommended that the Board authorize the award of a contract for relocation and improvement of Taxiways R and S at Kennedy Airport to Mac Asphalt Contracting Co., Inc., the low bidder, at its bid price of $3,487,500.

The Board, at its meeting on June 12, 1969, authorized a project for the relocation and improvement of Taxiways R and S at an estimated total cost of approximately $2,948,000. This project will provide adequate separation between taxiways, increased paving thickness and widths to accommodate the new jumbo aircraft.

Since the inception of this project, the Engineering Department has undertaken airport-wide studies of new pavement and utility requirements in the face of the current physical expansion of Kennedy Airport and the demands of the larger aircraft, the findings of which, coupled with price escalation and complex staging of construction, have contributed to an increase in costs from the original authorization. The currently estimated construction cost is $4,300,000.

The contract provides for the construction of the relocated taxiways, separated by 300 feet instead of the existing 250-foot separation. The taxiways will have a width of 175 feet as opposed to today's standard 125-foot width, and a centerline lighting system instead of the existing edge lighting system.

The Committee recommended that the board authorize a project for furnishing and installing a new Flight Arrivals Board in the International Arrivals Building at Kennedy Airport at an estimated investment of $240,500. The Committee also recommended that the Board authorize the award of a contract for a new Departure sign system.

Information to visitors as to flight arrivals in the International Arrivals and Airline Wing Buildings at Kennedy International Airport is presently provided by a dot-matrix sign board located in the second floor lobby which indicates airline, flight number, gage and time of arrival.

The proposed new board would be of the *flap* type, containing 48 lines, each of which would be completely flexible as to information on airline, flight number, arrival time and remarks. It would thus be capable of serving an unlimited number of airlines on a non-exclusive basis. Unlike the existing board, it will also provide chronological arrival information covering approximately a three-hour peak period, with the first scheduled arrival occupying the first line and automatic *roll-up* capability as lines of information are removed. Furthermore, the proposed system will result in lower operation and maintenance costs.

The Flight Arrivals Board would be interfaced with the Departure sign system which is part of the current International Arrivals Building expansion project, through a computer being furnished under the latter project. The Departure sign system will inform departing passengers which gate will serve a particular airline flight, and the time of departure. Changeable gate signs and strategically located video monitors will be installed and coordinated to assure efficient posting of up-to-date departure information. It is, therefore, considered desirable to have this work included in the contract.

The Committee recommended that the board authorize the award of a contract for foundations at Terminal 3 at Newark Airport to Cayuga Construction Corporation, the low bidder, at its bid price of $2,596,215.

The Board, at its meeting on March 9, 1967, authorized a project for the work required to complete the basic redevelopment of Newark Airport at an added investment of $204,294,000.

This contract falls within the scope of this authorization and provides for the installation of concrete-filled steel-pipe piles, caps and foundations, as well as some drainage for Terminal Building 3, its satellites and connectors and adjacent arrival and departure roadways.

The Committee authorized a project at Newark Airport to extend water and sanitary sewer lines and install general drainage in the restaurant/hotel at Newark Airport, at an estimated project cost of $75,000.

The Board at its meeting on December 14, 1967, authorized an agreement with Restaurant Associates for the basic architectural design of a restaurant/hotel at Newark Airport. The concept developed under this

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agreement has been informally reviewed by staff and Commissioners. In brief, it contemplates a restaurant to replace the Newarker Restaurant which will go out of existence with the conversion of the existing terminal building to hangar facilities, together with a hotel for the use and convenience of air passengers of not less than 250 rooms capable of expansion to 600.

This authorization permits staff to proceed with the design of a water line, sanitary sewer and general area drainage which would be required in the 12-acre site to be occupied by the restaurant/hotel and its adjacent parking facilities.

The work to be performed under this project was not included as part of the project approved by the Board at its meeting on March 9, 1967, covering the basic redevelopment of Newark Airport.

The Committee recommended that the Board authorize an additional authorization in funds through December 31, 1970, for the architectural and engineering services for The World Trade Center provided by Minoru Yamasaki and Associates, and Emery Roth & Sons, and their sub-consultants. The additional funds required are approximately $1,100,000 for detailed design work on the basic project and approximately $400,000 in recoverable funds for services to be provided on tenant work and changes.

To date, the Board has authorized an expenditure of approximately $17,435,000 for architectural and engineering design services for the Trade Center which was adequate through May 1970. For the period June 1, 1970 through December 31, 1970, inclusive, an additional $1,100,000 is required for basic work on the Southeast Plaza Building, for review of shop drawings, for field inspection, and for the design of the observatory on the top of the South Tower Building. The basic design work and other engineering services are exclusive of the design of the building to be erected on the southwest corner of the Trade Center complex. Authorization of funds for this building will be requested from the Board at a later date.

In addition, from June 1, 1970 to December 1, 1970, engineering and design services will be required for tenants such as the New York Telephone Company, U.S. Bureau of Customs and Chase Manhattan Bank. These are recoverable expenditures and are estimated to total approximately $400,000.

The Committee recommended that the Board authorize the award of a contract for light fixtures in the North and South Tower Buildings, Northeast and Southeast Plaza Buildings and Plaza of the Trade Center to Venini, Ltd., at a price of $430,548.

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This contract requires the contractor to furnish 166 light fixtures to be installed by others in the Trade Center in the Main Lobby and skylobbies of the Tower Buildings and the lobbies of the Northeast and Southeast Plaza Buildings and to furnish nine light fixtures to be mounted by others on 37-foot-high standards in the Plaza.

These light fixtures in the Tower Building lobbies are a fundamental part of the overall design of these areas. After actual inspection of three of the world's best known manufacturers of decorative glass and crystal in Montreal, Canada; Orrefors, Sweden; and Venice, Italy; the Architect has selected a fixture designed by Venini, Ltd. of Venetian crystal as being the only one capable of achieving the proper aesthetic effect in the lobbies. Adaptations of the same design and material will also be used in the Northeast and Southeast Plaza Buildings for aesthetic continuity. In addition, the lighting required in the Plaza, surrounding the fountain, requires the same degree of excellence. The Architect has determined that the Plaza lights, as designed and created by Venini, Ltd., will meet this standard.

The Committee recommended that the Board authorize Supplement 4 to the contract with Mario and DiBono Plastering Co., Inc., for fireproofing in the North and South Tower Buildings of the Trade Center at a price of $310,500.

This contract, as supplemented, requires the contractor to apply fireproofing to the structural steel of the Tower Buildings, the below grade areas, and the Northeast Plaza Building.

The original contract calls for the application of spray-on fireproofing which contains asbestos. This material was consistent with the existing Building Code Regulations and was used as standard practice by the construction industry. However, subsequent to award, the potential health hazards of asbestos materials escaping into circulating air were brought to light by medical researchers, and the contractor was required to use tarpaulines to entrap as much of the material as possible. Simultaneously, staff began working closely with the Environmental Protection Administration of the City of New York and Dr. Irving J. Selikoff, Director, Environmental Sciences Laboratory, Mt. Sinai School of Medicine, to develop regulations concerning spray-on fireproofing containing asbestos. These procedures, developed by the Port Authority, were subsequently incorporated by the City of New York as part of the rules and regulations applying to the entire construction industry.

Subsequently, and at a later date, the Environmental Protection Administration issued a set of revised administrative standards with respect to the use of asbestos containing materials designed to halt this

type of operation in the entire City. The Port Authority was then advised that all asbestos spraying was suspended in New York City. In addition, the Department of Air Resources has proposed that the new Air Pollution Code contain a provision banning the spraying of materials containing asbestos in New York City.

Since staff had been working with appropriate experts on this problem for over six months and since it has always been the policy of the Port Authority to conform voluntarily to municipal rules and regulations to the extent practicable, particularly where the public health or safety is involved, Mario and DiBono was directed to cease spray fireproofing containing asbestos materials.

Staff, in conjunction with the contractor and Mt. Sinai Hospital, have researched the possibility of utilizing a spray-on fireproofing, only recently introduced on the market, which does not contain asbestos fibers. The material found acceptable is manufactured by U.S. Mineral Products Co. of Stanhope, New Jersey, which was the supplier of the original asbestos material. Tests by independent laboratories show that this material is as effective as the material previously used containing asbestos fibers. Although tests by Mt. Sinai Hospital are continuing, the Mt. Sinai staff advised preliminarily that the use of mineral wool material *is a significant step forward in reducing the environmental hazard of spray fireproofing application.* The Department of Air Resources of the City of New York has also stated *the use of non-asbestos containing fireproofing material is a procedure which is consistent with the safeguard of public health.*

The Committee authorized the award of a contract for removal of surcharge at the Elizabeth Marine Terminal to Triton Construction, Inc., the low bidder, at its bid price of $973,897.

The Board, at its meeting on September 8, 1966, authorized the construction of the fourth phase of the Elizabeth Marine Terminal consisting of five berths and related upland area paving, miscellaneous tenant structures, additional fill, channel dredging, and related work such as paving and utilities, track work, roads and streets at a cost then estimated at approximately $25,000,000.

This contract falls within the scope of this authorization and provides for the relocation of approximately 2,350,000 cubic yards of fill to the Fourth Phase area of the Elizabeth Marine Terminal Development. The relocated fill will be used for surcharge and dike construction.